

PRM APPROACH AAUP

ATTENTION ALL USERS PAGE (AAUP)

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Required Briefing: Brief the appropriate procedure bullet points below based on the expected or assigned IAP.

ILS PRM Rwy 28L

Briefing Points:

- When in range, tune in the PRM monitor frequency (125.15) on a secondary radio and set the audio volume, then deselect the audio.
- Re-select the PRM monitor frequency when communicating with the NORCAL approach control (frequency 135.65).
- Utilize glidepath; do not step down between fixes after passing ROKME.
- Descending on the glidepath ensures compliance with any charted crossing restriction. Inside NEPIC (I-SFO 5.3 DME), descending on (not above) the glidepath benefits the trailing 28R aircraft to avoid wake turbulence.
- While conducting the PRM approach to runway 28L, other aircraft may be conducting the PRM approach to runway 28R. These aircraft will approach from the right-rear and will re-align with runway 28R after making visual contact with the runway 28L traffic.
- Expect to be switched to SFO tower (120.5) at NEPIC (I-SFO 5.3 DME).
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.

LDA PRM Rwy 28R

Briefing Points: (Note: Non-standard missed approach coding initially requires use of heading mode. Identify DARNE as I-FNP LOC/DME 4 NM if not in the FMC approach coding.)

- If required, develop a wake mitigation strategy as soon as practical. After passing DARNE pilots will be operating in close proximity to the 28L aircraft and will be responsible for wake turbulence avoidance.
- When in range, tune in the PRM monitor frequency (127.675) on a secondary radio and set the audio volume, then deselect the audio.
- Re-select the PRM monitor frequency when communicating with the NORCAL approach control (frequency 120.35).
- Utilize glidepath; do not step down between fixes after passing HEGOT.
- Descending on the glidepath ensures compliance with any charted crossing restrictions.
- Report the 28L traffic in sight as soon as practical and prior to DARNE (I-FNP 4 DME). **DO NOT PASS.**
- **Remain on the LDA** until passing DARNE so as not to penetrate the NTZ.
- Expect to be switched to SFO tower (120.5) at DARNE (I-FNP 4 DME).
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.
- After passing DARNE, **MANEUVER VISUALLY.**
- In the visual segment after DARNE, pilots are responsible for **collision** and **wake avoidance**. (See Visual Segment under Expanded Procedures for additional information).
- If executing a go-around between DARNE runway 28R, initially establish a climbing right turn heading 030° unless otherwise instructed by ATC. Missed approach leg from airport to OAK VORTAC, if depicted on a map display, is for reference only. Follow IAP published missed approach procedure unless otherwise instructed by ATC.

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SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)